

Today's
Advertisements.PHRENOLOGY AND SCIENTIFIC
PALMISTRY.

MRS. JOSEPHA NORTH Phrenologist and Scientific Palmist has returned to Hongkong FOR A SHORT SEASON ONLY. Consultations daily between 10 A.M. and 6 P.M., at GLENKILLY BUILDINGS (Mrs. GILLANDERS). Advice in Business, Health and Marriage. Evening Parties and "At Home" attended. Mrs. NORTH can also be seen in the Evening after Dinner.

W. S. GIVEN, Manager.

Hongkong, 9th May, 1898.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW AMOY AND TAMSUI.

THE Company's Steamship.

"FORMOSA."

Captain Douglas, will be despatched for the above ports on WEDNESDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.,
General Managers.

Hongkong, 9th May, 1898.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship.

"ANTENOR."

Captain Jackson, will be despatched as above on SATURDAY, the 14th instant, at 3 P.M.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th May, 1898.

CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"CHINGTU."

Captain Jones, will be despatched as above on WEDNESDAY, the 13th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th May, 1898.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
SOUTHAMPTON AND SINGAPORE.

THE Company's Steamship.

"HAKATA MARU."

Having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 15th instant will be subject to rent.

No Fire Insurance has been effected.

All ship-damage packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 9th May, 1898.

Intimations.

DAKIN, CRUICKSHANK & COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters or Editorial matter to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication, but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion of questions of public interest, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Advertisements are requested to be sent to the Manager, Hongkong Telegraph, and not to the Editor.

Intimation.

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported to wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Clarets, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and curants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., L.D.
THE HONGKONG DISPENSARY
Hongkong, 8th December, 1897.

HONGKONG, MONDAY, MAY 9, 1898.

NOTES AND COMMENTS.

The floating of a limited liability company to manage the "Star" Ferry Launch Service between Hongkong and Kowloon has been in contemplation for some years but has only recently come to maturity. The service hitherto maintained by Mr. DORABY has been a constant source of complaint though it has been, in our opinion, fairly satisfactory on the whole and had several distinctly good features. One thing to be said in its favour is that nobody has ever done any better. Grumblers have frequently talked of establishing an opposition line but they never got beyond talk. There was a Chinese steam-launch company started some years ago to run a ferry service to Kowloon with the *Prudence*, *Perseverance*, and other craft but it was miserably mismanaged and soon retired from the field, leaving the "Stars" in the ascendant. It is usual to speak of fabulous profits being made by Mr. DORABY but careful calculations based not on an inspection of the books but on simply such observation as an outsider may make, place the net profit in the region of \$500 per month or \$6,000 per year. The Company is to start with a capital of \$100,000, which is not excessive. The fleet of four "Stars," including the new double-endeder, must be worth about \$70,000, and the good-will and right of using the Godown Wharf, judging by the failure of would-be competitors, is certainly worth something. The Company takes over existing contracts for the building of two new double-enders. The capital, after allowing for the purchase price of the existing boats, will leave very little towards paying for the new boats, but we believe it is intended to sell the older ones and it is hoped that there will be profits enough from this sale and from the first few months' working of the ferry service to make up the purchase price of the new boats. We trust it will be so, but limited liability companies are notoriously more expensive to run than private businesses. It may be safely anticipated that there will be a large increase of business before very long. The Company promises improvements in the service.

Many writers have argued that Britain ought not to resist the natural desire of Russia for an ice-free port on the Pacific Coast. Granting that the desire is natural, that fact makes it no more legitimate than the desire of a poor man to possess the goods of a rich man. There is no reason why Russia could not have the use of an ice-free port without hoisting her flag there or having any of her officials there. Shanghai is not annexed by any European power and yet serves all the legitimate purposes of all powers, and it should be sufficient to establish a northern Shanghai where Russia and other powers can trade safely, dock their ships, etc. Switzerland gets on very well without any sea-board of her own, and is certainly the least troublesome to the world on that account. In fact, as a model of honest, peaceful industry without aggressiveness or selfish interference in other peoples' affairs, Switzerland beats the

world. When Switzerland professes pacific intentions she is believed. Russia also professes pacific intentions but carefully avoids giving the same practical demonstration of good faith.

Mr. CURZON in his speech to the House of Commons announcing the concessions made by China to Britain did not explain the curious anomaly that, while all the waterways of China are to be opened to foreign trade this year "so that British ships may carry British goods to every riverside town, village and station in the Chinese Empire" the port of Yochow is not to be opened until two years hence. If the statement about the opening of rivers this year is genuine, which in view of the past history of China treaties we take leave to doubt, the only explanation we can see is that Yochow, though opened to trade with the rest of the "riverside towns and stations and villages," will not be opened to residence until two years hence. If that is the explanation, well and good. Mr. CURZON gives a very curious reason for the delay. He says it is because Hunan province is so bitterly anti-foreign and the Hunan people are so fierce and turbulent that a sudden invasion of their seclusion would not be reasonable. This is fudge; the people of Hunan are certainly no whit worse than the people of the Kwangtung Delta. The ferocity of the Hunanese is chiefly mythical and imaginative. From personal experience, we know it is easier to go through the streets of a Hunanese city in European dress than through some of the cities of Kwangtung and that there is very much less violence and lawlessness noticeable in Hunan than in the Delta.

A recent telegram in the Australian papers says that the French Senate has passed a bill incorporating the Leeward Islands in the West Indies as a French colony. If the French Senate really passed such a bill, it will be in the same absurd position as the English King, JAMES II. after his expulsion from the kingdom. He became the guest of the French King but still called himself King of England, Scotland, Ireland, and France. What's in a name? Let the French call the Leeward Islands what they like, it will not alter the fact that the islands mostly belong to other people. St. Eustace, Saba, and part of St. Martin belong to Holland; some of the Virgin Islands to Denmark; Antigua, Barbados, Redonda, Montserrat, St. Kitts, Nevis, Anguilla, Dominica, and most of the Virgin Islands belong to Great Britain. What the French Senate refers to is probably Guadeloupe, Martinique, St. Bartholomew, and part of St. Martin, which are French, and apparently are to be given some new form of organisation.

THE AMERICAN-SPANISH WAR.

LONDON, May 6th.

There is no news of the Atlantic fleet. Anxiety is felt at Washington and in the United States at the absence of news from Manila.

The Continental Powers are anxious for some form of intervention but Great Britain is unwilling to join, knowing that the United States would object.

PLAQUE STATISTICS.

During the 24 hours up to noon, 7th May, 35 new cases and 16 deaths from plague were reported, making the total since 1st January (127 days) 264 cases and 718 deaths.

During the 24 hours up to noon, 8th May, 28 new cases and 12 deaths from plague were reported, making the total since 1st January (128 days) 292 cases and 730 deaths.

The returns for the week ended 7th May, are 166 cases and 112 deaths, as against 119 cases and 114 deaths the previous week.

LOCAL AND GENERAL.

THE Japanese cruiser *Nanaka* arrived here to-day from Yokohama.

Owing to the big run of Saturday night's paper we had to print a new edition.

Two Chinese who laid violent hands on a woman were to-day sentenced to four months' and two months' respectively.

For the illegal possession of three parcels of bric-a-brac in the harbour a Chinese boatman was to-day fined \$25 in default six weeks.

The returns of the number of visitors to the City Hall Museum for the week ended May 8th are—Europeans, 212; Chinese, 1,896; total 2,108.

MONEY Orders can now be issued on the following Post Offices in Formosa—Anping, Keelung, Tainan, Tainan, Taipei, Taitung, Takau, and Tamsui.

MRS. JOSEPHA NORTH, the famous phrenologist and palmist, has returned to Hongkong and may be consulted at Mrs. Gillanders, Glenkilly Buildings.

FOR stealing three bottles of *sarsaparilla* a coiffe was to-day sent to gaol for six weeks' hard labour. Another coiffe who purloined a lot of clothes, queue cords, &c., was sent up for three months.

Two European ship's crewmen were to-day ordered to pay fines of \$3 and \$2.50 for behaving in a disorderly manner on board a sampan and they had each to pay \$2.50 as compensation to the owner of the boat.

SEVERAL D. Courts pounced down upon a gambling house last night in Third St. and collared 16 prisoners. Two, the keepers, were fined \$15 or weeks each and the others got off with \$2 or 10 days each.

LIEUT. F. S. B. JOHNSON, R.O.R., has been appointed to act as Aide-de-Camp to H.E. the Officer Administering the Government *vice* Lieut. T. D. L. Whittington who vacates that appointment on account of ill-health.

P. C. J. McVICAR, 55, made a smart capture of a coalle in possession of a lot of sawn timber at Yau-mat at 2.30 a.m. to-day. The fellow made a big struggle but was eventually locked up. He got a month's hard labour to-day.

A CHINESE resident who had some boiler with chair coolies about his wife's chair was struck by the coolies. To-day they were fined \$3 each, in default 14 days and were ordered to pay \$1 compensation each or go to gaol for 7 days.

At 6 a.m. yesterday a fire broke out in a room on the top floor of the old building of the Hongkong Hotel. One of the Hotel boxes was set to work and in a few minutes the flames were subdued. The Fire Brigade was not summoned and very little damage was done by the outbreak.

PROBABLY, on account of the American victory over the Spaniards, a large number of British seamen and firemen, got a leg on yesterday and on Saturday night and the police had their hands full. To-day a batch of offenders was fined in various amounts and they all looked awfully sorry for the crime.

THE dead box was again in evidence in the main thoroughfares to-day and it is a wise thing as a rule for pedestrians to get well to windward when the grim-looking casket is passing. It is branded "S.B." which probably means Sanitary Board but it may also stand for some kind of a box that may easily be imagined.

It's just about time for punkahs to be rigged in the Staff Sergeants' Mess and Reading Room. The apartment is not a particularly cool one and now that the hot weather is coming in the Commissariat should be able to meet what will soon be a very urgent requirement. The place is used by a large number of officers and it is only fair that they should be considered.

In both branches of the Service nick-names are very much in vogue. Some are very apposite, for instance, in the case of red haired men who are always dubbed "Ginger," and they do not seem to mind it. How is it, though, that a man named Clark, both in the Army and Navy, invariably re-chrisens and "Nobby"? There are about a dozen "Nobbies" in garrison here now.

THE average blue-jacket in the British Navy is not very strong in matters theological. When "Church Service" on the poop is piped Jack turns up and behaves himself, and sings lustily. Then "Unshipp church" and he knows no more of it. There is no reflection on the chaplain in this, however. Jack's a queer fish. A reporter lately asked a stalwart P.O. what was the name of his chaplain. He replied "Oh I dunno; us chaps calls him 'Holy Joe'."

"NORTHERN" devoid of case, "are coming along in full swing just now and residents along the water front have quite a "warm" time at night in a tipple sense, the mosquitoes and the smells from the harbour added to the heat being anything but comforting to weary humanity, when seeking "fired nature's sweet restorer."

The odor that the harbour gives forth on a hot night is like nothing so much as that of the bilge water of an old wooden craft laden with a cargo of bone dust. Tidal mud is noted for its stench everywhere so that there is nobody to be blamed for the nuisance, and it is, we suppose one of those things that has to be endured as best it may.

BROOKS the Institution of Engineers and Ship-builders a paper, written by Mr. Marti on the subject of Cementing print was read by the Hon. Secretary, Mr. W. S. Bailey, on Friday night. The statements made in the paper were fully borne out by practical experiments made in the room by Mr. Marti, the most striking of these being the heating to redness of an iron plate coated with the paint which was not even discoloured by the test. The discussion was opened by Mr. J. W. Kinghorn and continued until a late hour by Messrs. Sinclair, Witterburn, Mollison, Bridger, Mouchie, Le Bieton, Bailey and Ramsay (chairman). Mr. Ramsay proposed a vote of thanks to Mr. Marti for his paper and spoke highly of the paint for ships' decks and other purposes.

MEMBERS of the bar, who not infrequently have to suffer rebukes from the Bench, greatly enjoy the chance of a legitimate retort. The story is told of a certain judge who, during the speech of a rather prosy lawyer, was overcome by a feeling of sleepiness. The lawyer, catching him nodding, looked significantly at him. "Perhaps," said the judge, testily, "the counsel thinks the Court was asleep, but he may rest assured that the Court was merely cogitating." The lawyer talked on. Presently the judge was again overcome by drowsiness, and awoke with a sudden snort. "If it please your lordship," said the lawyer, "I will suspend my plea until the Court shall have ceased to cogitate audibly!" "You may go on," said the judge; and he did not fall asleep again.

At the Supreme Court to-day before the Chief Justice, the On. Fat Wing firm sued A.R. Marti for \$1775 for damages on the loss of ten tons of unsewed oil sent in the defendant's steamer *Hallan* from Pakhoi for Hongkong in November last. Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiff firm and Mr. M. W. Slade (instructed by Messrs. Deacon and Hartley) for the defendant. Mr. Francis said he was in an unfortunate position as his principal witnesses left the Colony on Saturday from fear of plague. An affidavit was filed by a member of the firm to this effect. On this ground he asked for an adjournment. Mr. Slade said that some of the officers of the *Hallan* were in the *Hankow*. It happened that they were both in the harbour and it was on this account that he asked that the hearing of the case should be fixed to-day. It was unlikely that the defendant would be able to get the two ships together for some time. His Lordship said that it appeared to him that the affidavit was bona fide and he adjourned the case till 11th and gave liberty to the defendant to ask leave to Chambers to go on with the case.

THE following was the result of the tennis championship which was played off on Saturday afternoon between Messrs. Mobley and Pincney.—Mr. Mobley—6.4, 7.5, 6.1, Mr. Pincney—6.4. The prize won in the tournament were presented by Mrs. Wile.

THE following notice appears in the *Gazette*:—"Whereas the practice of flogging by means of dynamite is unnecessarily destructive and is contrary to the spirit of true sport, His Excellency Major-General Wilson, C.B., Officer Administering the Government, requests the inhabitants of Hongkong to abstain from indulging in the practice."

MR. W. Brock, foreman smith in the Gun Carriage Factory at Colaba, well known in Bombay as a keen *shikari*, has been killed by a tiger. With his first shot the brute was mortally wounded and ran away. "Mr. Brock followed him up and found him lying down, apparently unable to move. He threw a stone, and the tiger sprang forward before he could throw up his rifle, terribly mauling Mr. Brock's arm and tearing his scalp off."

THE Coast Inspector of Shanghai has given notice of the existence, to the westward of Brown Rock, Tientsin Group of Islands, of a rocky patch, about half a cable long in a north and south direction by about three-quarters of a cable wide, and having two pinnacles, about 30 yards apart, near its middle, on which there is a depth of not more than 4 feet at low water of spring tides. To this rocky patch the name "Names Rock" has been given. The notice also gives directions for the navigation of vessels in this locality.

IN Edinburgh last month, a large committee of representatives of the Free and United Presbyterian Churches, two of the largest religious bodies in Scotland, were engaged in considering the question of the proposed union of the two denominations. The questions discussed had reference to the formula for a united Church, provision for the ministry, and the training of ministers. Substantial agreement was arrived at. The matter has, of course, to come before the Supreme Courts of each Church in May. Should the Union be accomplished, the United Church will be the largest in Scotland.

IN Singapore on the 26th ult., a leopard was being carted along Newbridge-road in a trolley, when one wheel of the vehicle came off. The animal escaped from its cage, a bit from board being displaced, and there was a great to-do for a short time, the leopard bolting into a shoe-maker's shop at the corner of Nankeeh. Men rushed blither and blither, and women and children took refuge upstairs, a big crowd soon collecting outside. The animal was eventually shot by a sergeant of police. The animal was destined for Australia by the *Trinita*, with an elephant and some wild-cats, and also black panthers and leopards.

THE Japanese shipbuilding programme, remarks an English contemporary, has been interfered with, as has been the construction of vessels for the British Navy, by the recent engineering strike. That is so far as vessels being constructed in England are concerned, which means a fair proportion of the new Japanese men-of-war. Progress is now being made, however, and the *Asama* was to be launched from the Elswick yard on the 22nd ult. She is a first-class armoured cruiser of 9,600 tons. The *Takasago*, a second-class cruiser, was to be ready at the end of the month, and was expected to sail this month. Progress is also being made now on the *Shikishima*, the first-class battleship at the Thames Ironworks. This vessel was to have been launched in August, but it is now doubtful if she will take the water this year.

THE Hongkong and Shanghai Bank's new steam launch *Wayfong*, built by the Dock Company, was sent off to the wharf at Kowloon Dock on Saturday. There was a large gathering including Mrs. T. J. Jackson, Mr. D. G. Gilles, Chief Manager of the Dock Company, Mr. R. Cooke, Assistant Manager, Captain P. D. Goddard, several members of the Bank staff and others. The christening ceremony was gracefully performed by Miss D. Jackson. The party afterwards adjourned to the office, where, light refreshments being served, the health of Miss Jackson and success to the *Wayfong* was proposed by Mr. D. Gilles. The principal dimensions of the launch are as follows—Length between perpendiculars 101ft. 6in., breadth extreme 13ft. 6in., depth moulded 8ft. Engines, compound surface condensing, with cylinders 10ft. 6in. and 20ft. 6in. and a stroke of 12ft. 6in. Boiler, mild steel, cylindrical return-tubular 7ft. 6in. diameter constructed for a working pressure of 120 lbs.

THE *N. C. Daily News* says that the China Merchants' Steam Navigation Company, in view of the large carrying and passenger trade on the Yangtze, have just had their paddle steamer *Kiangyung* lengthened fifty feet amidships. The work was carried out by the firm of S. C. Farham & Co. Limited, in their dock at Tung-shoo. The steamer was docked on the 6th of March and on the 11th of March was drawn apart fifty feet. The steel angles and plates for the new midship part together with the extra stiffening for increased length were speedily put in position, and on the 26th ult. the vessel was floated, having the hull and all the upper wood-work completed. The vessel will be able to carry about nine hundred tons additional measurement cargo. The Chinese passenger accommodation has been largely increased, the extra accommodation being all well lighted and ventilated. Stern steering gear has been fitted in addition to the head gear formerly in the vessel. The owners have had the whole of the vessel fitted up with the Electric Light. A special trip was run on Saturday afternoon, when everything was found to work most satisfactorily. The whole of the work was carried out under the supervision of Mr. Thomas Watt, the marine superintendent of the China Merchants' Company.

A SMALL Portuguese boy, aged 13, and named Chiquita Silva, to-day owned up to the Magdalen to the theft of a watch and chain belonging to Mr. J. Plum, jun. The latter was bathing off the Commercial Pier when the thief was perpetrated. Mrs. Plum to-day gave evidence as to receiving the watch, *minus* chain from the prisoner's mother. In her evidence the mother said that the boy was incorrigible and she wished to have him put in the Portuguese army. Capt. Hastings sent the precocious youngster to the Reformatory for three years.

THE appended paragraph, from the *Brighton Herald* of Saturday, March 5th, illustrates the numerous possibilities of a linotype machine.—A horse yesterday put his head through a shop window in Brighton. An evening contemporary, in reporting the event, announced:—"It was found that there was a very deep cut in the rear fore leg, just below the knee, another on the upper hip, and a dorsal dorsi-furrow (three hms. arecylas) which third just below the back of the hind leg." We are not ourselves much skilled in veterinary lore; but, with all this mysterious trouble, whatever it is, we are sure the poor animal is to be pitted.

THE story of the sea that lately went through many newspapers has come to a melancholy end. It told how a French fisherman picked up a floating bottle at Cancale, and how the cast-away bottle contained a visiting card in which Herr Bernhard Ransperger, a passenger on the doomed and sinking *Ries*, took a last farewell of his young bride. There was a passionate reference to the *Enlight* and the *Yacht*, and the message touched many hearts. It, however, there can be anything with a gleam of humour in connection with such a tragic and deplorable catastrophe as the sinking of the *Ries*, it certainly is to be found in the history of Herr Ransperger's bottle-boat. A German contemporary knows the sender and reconstructs, as the French police say, the history of the last farewell. The shipwreck took place in 1895; the author of the last farewell joined a German firm in Weimar in 1896, and in 1897 he was crossing the sea with a holy fear of the police on either shore, that Rivos des Deux Mondes which misadventure so justly dread. The rest was a simple run a bottle and a card, and a hastily scribbled farewell thrown into the sea while the North German Lloyd was somewhere in the Channel. "Will you remember me when I am gone?" Further each day from thy vision withdrawn.

A QUEENSLAND paper gives an extremely interesting account of the voyage of H.M.S. *Ringsdown*, from which we quote a description of a remarkable storm:—"On the 18th January a start was made for Batavia, and the passage through Sunda Straits was marked by beautiful weather. Regatta Island was reached on the 26th, and Krakatau Island, the scene of a great earthquake in 1883, on the following day. Large quantities of pumice-stones were observed floating around Krakatau, and several boat loads of this were collected for the use of the ship. On the day following, Batavia was reached. Two days were spent here, and on the 30th January the vessel left for Koorang-Timer Island. The way here lasted five days, and during this time three of the most terrific thunderstorms took place which had ever been experienced by anyone on the vessel. For six hours the lightning was continuous and blinding, and during two nights it tons of rain water were collected on the ship. Everything available for this purpose was pressed into the service—officers' bunks, tanks, buckets, and outspread sails, &c. Koorang-Timer is described as a Dutch cooling station, but could be purchased there proved of little quality. A remarkable feature is said to be that there is absolutely no fish in the waters surrounding this volcanic island."

THE SPANISH-AMERICAN WAR.

CONGRATULATIONS FOR COMMODORE DREW.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU..... Davis.....	YOKOHAMA (DIRECT)	TUESDAY, 12th May, at 4 P.M.
IDZUMI MARU..... R. Naomoe.....	KOBE and YOKOHAMA	THURSDAY, 14th May, at 4 P.M.
SAGAMI MARU..... T. Mural.....	VLADIVOSTOK, VIA SHANGHAI, CHIFU, CHEMULPO, NAHASAKI, FUSAN and GEMAN.	FRIDAY, 15th May, at 4 P.M.
MATSUYAMA MARU..... J. Niri.....	SINGAPORE (Transhipping Cargo for JAPA PORTS), COLOMBO and BOMBAY.	TUESDAY, 17th May, at Noon.
KINSHU MARU..... F. J. Brown.....	SEATTLE, WASH., VIA KOBE and YOKOHAMA.	THURSDAY, 19th May, at 4 P.M.
KANAGAWA MARU..... J. MacKenzie.....	WERP, VIA SINGAPORE (Transhipping Cargo for JAPA PORTS), PENANG, COLOMBO and PORT SAID.	MONDAY, 23rd May, at 4 P.M.
OH! MARU..... C. Young.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.

Manager.

Hongkong, 9th May, 1898.

16

WHAT VITALITY MEANS.

Vitality is your measure of force or power. Thin bodies and feeble old persons have little of it. When the system is healthy, assimilate the right kind of food, vitality becomes more.

Scott's Emulsion

is above all other remedies in giving vitality. It is the only remedy whether the emaciated person is a baby, child or adult. If the food fails to nourish, Scott's Emulsion will be found the most effective remedy for over-coming emaciated tendency.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREY & Co.
Sole Agents, Hongkong.

Hongkong, 9th March, 1897.

[11]

[12]

[13]

[14]

[15]

[16]

[17]

[18]

[19]

[20]

[21]

[22]

[23]

[24]

[25]

[26]

[27]

[28]

[29]

[30]

[31]

[32]

[33]

[34]

[35]

[36]

[37]

[38]

[39]

[40]

[41]

[42]

[43]

[44]

[45]

[46]

[47]

[48]

[49]

[50]

[51]

[52]

[53]

[54]

[55]

[56]

[57]

[58]

[59]

[60]

[61]

[62]

[63]

[64]

[65]

[66]

[67]

[68]

[69]

[70]

[71]

[72]

[73]

[74]

[75]

[76]

[77]

[78]

[79]

[80]

[81]

[82]

[83]

[84]

[85]

[86]

[87]

[88]

[89]

[90]

[91]

[92]

[93]

[94]

[95]

[96]

[97]

[98]

[99]

[100]

[101]

[102]

[103]

[104]

[105]

[106]

[107]

[108]

[109]

[110]

[111]

[112]

[113]

[114]

[115]

[116]

[117]

[118]

[119]

[120]

[121]

[122]

[123]

[124]

[125]

[126]

[127]

[128]

[129]

[130]

[131]

[132]

[133]

[134]

[135]

[136]

[137]

[138]

[139]

[140]

[141]

[142]

[143]

[144]

[145]

[146]

[147]

[148]

[149]

[150]

[151]

[152]

[153]

[154]

[155]

[156]

[157]

[158]

[159]

[160]

[161]

[162]

[163]

[164]

[165]

[166]

[167]

[168]

[169]

[170]

[171]

[172]

[173]

[174]

[175]

[176]

[177]

[178]

[179]

[180]

[181]

[182]

[183]

[184]

[185]

[186]

[187]

[188]

[189]

[190]

[191]

[192]

[193]

[194]

[195]

[196]

[197]

[198]

[199]

[200]

[201]

[202]

[203]

[204]

[205]

[206]

[207]

[208]

[209]

[210]

[211]

[212]

[213]

[214]

[215]

[216]

[217]

[218]

[219]

[220]

[221]

[222]

[223]

[224]

[225]

[226]

[227]

[228]

[229]

[230]

[231]

[232]

[233]

[234]

[235]

[236]

[237]

[238]

[239]

[240]

[241]

[242]

[243]

[244]

[245]

[246]

[247]

[248]

[249]

[250]

[251]

[252]

[253]

[254]

[255]

[256]

[257]

[258]

[259]

[260]

[261]

[262]

[263]

[264]

[265]

[266]

[267]

[268]

[269]

[270]

[271]

[272]

[273]

[274]

[275]

[276]

[277]

[278]

[279]

[280]

[281]

[282]

[283]

[284]

[285]

[286]

[287]

[288]

[289]

[290]

[291]

[292]

[293]

[294]

[295]

[296]

[297]

[298]

[299]

[300]

[301]

[302]

[303]

[304]

[305]

[306]

[307]

[308]

[309]

[310]

[311]

[312]

[313]

[314]

[315]

[316]

[317]

[318]

[319]

[320]

[321]

[322]

[323]